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REFERENCE

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SHIPS ARE READIED FOR 1947 INTERNATIONAL ICE PATROL

The Coast Guard Cutters *Mendota* and *Mojave* were ordered to be readied for service on the International Ice Patrol for the season of 1947, and reached Boston, Mass., on February 15. They were attached to the North Atlantic Ocean Patrol which assumed the responsibility for determining the date when the patrol would be inaugurated.

COMMODORE WEBSTER IS NOMI- NATED AS ONE OF FCC COMMISSIONERS

Commodore Edward M. Webster, USCG, (Retired), now Director of Telecommunications with the National Federation of American Shipping, has been nominated by the President as one of the Federal Communications Commissioners. The nomination has been sent to the Senate. Commodore Webster, a native of Washington, D. C., was formerly Chief of the Communication Division at Coast Guard Headquarters.

Commodore Webster at the close of the first World War was assigned to Coast Guard communications duty and served for many years as its chief communications officer.

He was retired from active duty in 1934 because of physical disability and accepted a position with the Federal Communications Commission where he served as its assistant chief engineer until June 1, 1942. On that date he was recalled to active duty in the Coast Guard and reassigned to his former duty as chief communications officer with the rank of captain. He was promoted to commodore on June 1, 1945.

Following the cessation of hostilities he was relieved from active duty on November 30, 1946, and resumed his retired status. He was then appointed director of telecommunications of the National Federation of American Shipping, Inc., which position he now holds.

LAST-MINUTE APPLICATIONS IN- CREASE NUMBER OF CADET CANDIDATES

Applications from young men desiring to participate in the examinations for appointment as cadets at the Coast Guard Academy continued to pour in up to and even after the April 1 deadline.

The 1947 competitive scholastic examination is scheduled for May 7 and 8 and will be given in various cities of the United States, Honolulu, T. H., Ketchikan, Alaska, and San Juan, P. R., accepted candidates being advised of the time and place at which they are to report. The schedule of examinations is as follows: May 7 from 8 a. m. to 12 noon, mathematics, science, and vocabulary test; 1 p. m. to 4:30 p. m., English and social studies; May 8 from 8 a. m. to 12 noon, aptitude tests, questionnaires; 1 p. m. to 4:30 p. m., interviews.

The examination is designed to measure as fairly and accurately as possible the extent to which each candidate meets the general qualifications for successful completion of the Academy course and success as a Coast Guard officer i. e. an adequate educational background, possession of aptitudes relative to both technical and cultural studies, a sincere interest in the Coast Guard as a career, and relevant per-

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sonality and physical characteristics. The subject matter of the examination will be material within the scope of most high school curricula. The tests are designed to be as fair as possible to students from all varieties of secondary schools, but no candidate is expected to have had detailed instruction in all the topics covered in the various tests. Since the examination is competitive, not merely qualifying, it will be difficult enough to discriminate between candidates of nearly equal educational achievement. The tests will be objective in form except that candidates may be required to write one or more short English essays on specified subjects.

Candidates will be offered appointments to cadetship in the order of their final marks until the vacancies for the year have been filled. Those considered eligible and passing the required physical examination will receive appointments and instructions to report to the Coast Guard Academy at New London, Conn., on a specified date, usually the third week in July.

A cadet in the Coast Guard receives the same pay and allowances as are now or may hereafter be provided by law for midshipmen in the Navy. At present they are \$780 per annum and commutation for one ration per day. Pay commences upon the date the oath of office as a cadet is taken. A cadet's pay is furnished by the Government for uniforms, equipment, textbooks, and other expenses incidental to his training.

CONFERENCE CONSIDERS THE READYING OF PLANES FOR HURRICANE RESCUE WORK

A hurricane evacuation plan conference, which was participated in by Coast Guard representatives, was held recently at the Naval Air Station, Pensacola, Fla. Principal point under discussion was the length of time during which it was advisable to have aircraft held in readiness because of the possibility of hurricanes. It was brought out that search and rescue planes should be readied as far in advance of any predicted hurricane as possible, as well as immediately after the storm had struck.

The conference is expected to result in certain changes being made by the Coast Guard in its plans for hurricane relief.

HUDSON RIVER FOG SIGNAL IS NOW OPERATED BY A SOUND CONTROLLER

Automatic operation of a fog signal, through its control by the sounding of

the whistle of an approaching vessel, has been instituted at the West Point Light on the Hudson River, N. Y. The fog signal, which is a bell, is set in operation by the sound emanating from the whistle of a passing vessel. A vessel desiring the bell to operate will sound its whistle on which the fog bell will then operate on its advertised characteristic for a period of 8 minutes. After 8 minutes the bell will stop until it is again operated by the sound controller.

Previous experiments with this type of signal have been made, and the advantages sought are: Operation of the fog signal without the need for full-time attendance, and avoidance of unnecessary disturbance of residents of the vicinity by the continuous sounding of the signal.

The development of devices for controlling the operation of fog signals by a sound from the whistle of an approaching or passing vessel has been under study for many years. The earliest models of this equipment were tested at Back Creek No. 2 Light Station in the Chesapeake and Delaware Canal about 1938. Later, an improved model was used at Hog Island No. 12 Light and Sound Signal at the West entrance to the Cape Cod Canal. Based on the experience gained from the operation of those units a much improved model was completed about 1943. Its installation was of necessity deferred until the present time.

The fog signal controller responds to sounds in the frequency range from 200 to 1,000 cycles. It is relatively unaffected by wind noises which lie in frequency ranges above 1,000 and below 200 cycles. It may be adjusted to start the fog signal when actuated by a sound having a signal strength of 50 decibels if it is sustained for a period of a second or more. The sound level in a quiet room is generally of the order of 40 or more decibels making it apparent that a sound level of 50 decibels is comparatively low. In fact, the unit will respond to a blast from a fish horn at a distance of $\frac{1}{4}$ mile even though the wind is making more noise at the time. The equipment may be set to sound the fog signal for a signal blast in response to ship's whistle or it may be adjusted to sound the fog signal for a period up to eight minutes each time it is actuated by a ship's whistle. The unit at West Point Light is adjusted in the latter fashion.

**SHIP STRUCTURE COMMITTEE
PRESENTS REPORT ON WAR-
TIME SHIP FAILURES**

The final report on the Design and Methods of Construction of Welded Steel Merchant Vessels, prepared by the board convened by the Secretary of the Navy, which was dissolved on August 17, 1946, has just been published. This report is a volume of 164 pages and numerous illustrations.

The purpose and scope of the report is indicated in its foreword, where it is stated that early in the war, welded merchant vessels experienced difficulties in the form of fractures which could not be explained. The Secretary of the Navy, pursuant to his responsibility through the Coast Guard for certifying vessels in accordance with the marine inspection laws, established a board to inquire into the design and methods of construction of welded steel merchant vessels. This board was composed of the Engineer-in-Chief, U. S. Coast Guard; the Chief, Bureau of Ships, U. S. Navy; the Vice Chairman, U. S. Maritime Commission; and the Chief Surveyor, American Bureau of Shipping. The present report is the result of the investigations initiated by this board. The investigation was in progress more than 3 years, during which time two interim reports were issued.

Although the results obtained through this investigation were satisfactory for the war emergency, certain important phases of the work remain unfinished. To complete this unfinished work, which is listed in the report just published, and to continue the valuable efforts of the Board in the field of ship structure, a permanent organization has been established by the Secretary of the Treasury, consisting of essentially the same membership as formerly comprised the Board. This new body is known as the Ship Structure Committee.

French channel lighthouses have recently been greatly dimmed owing to the electricity cuts due to coal shortage.

**ACADEMY IS INSPECTED BY THE
SECRETARY OF THE
TREASURY**

Secretary of the Treasury John W. Snyder recently made an official visit of inspection to the Coast Guard Academy, New London, Conn. The Secretary was met at the Groton Airport by Cap-

tain L. B. Olsen, Executive Officer of the Academy, and Hon. Fred Benvenuti, Mayor of New London, Conn. Because of illness, Rear Admiral James Pine, Superintendent of the Academy, was unable to be at the airport, but he later greeted the Secretary at the Academy. Full honors were rendered, including a 19-gun salute, and the traditional ruffles and flourishes.

Secretary Snyder inspected the *Eagle*, former Nazi training vessel, while a seamanship class was in progress, and presented an American flag to the ship.

With his official party, the Secretary toured the grounds and buildings of the Academy, visiting several classes where instruction was in progress. In a luncheon address, he spoke to the cadets and their guests.

**COURTESY SMALL BOAT
INSPECTIONS BEGIN ON
A NATIONAL BASIS**

Courtesy boat inspections, being made by the Coast Guard Auxiliary as a means of securing the active cooperation of boat owners in the observance of the motorboat regulations, began throughout the country on April 1 and will be continued through the spring and summer months. The idea of courtesy inspections to determine if motorboats and other small vessels complied with the regulations as regards safety equipment originated in one of the Coast Guard districts. Interest in the plan spread rapidly through the Auxiliary and at the national commodore's conference held in Washington in February, headquarters adopted the plan and announced that it would be applied on a national basis.

The plan presents a challenge to the members of the Coast Guard Auxiliary to demonstrate their integrity by conducting the boat inspections both intelligently and impartially. The success of the plan also depends to a great extent upon the attitude of boat owners, for it is acknowledged that a boat might successfully pass an inspection while moored at a dock by means of equipment only temporarily installed.

The Coast Guard has taken a further step toward enforcing the provisions of the motorboat regulations through education, by directing the Coast Guard Auxiliary flotillas to prepare to operate classes in small boat handling which would be open to the boating public. Headquarters feels that the Auxiliary should use the knowledge,

experience, and past training of its members to promote safe motorboating by having them instruct new and prospective boat owners in good seamanship and safe motorboat operation.

CUTTERS TAMPA AND MODOC ARE DECOMMISSIONED

The cutter *Tampa* (WPG-48) and the cutter *Modoc* (WPG-46), vessels 240 feet in length, were decommissioned on February 3, and are to be disposed of. During the recent war, these two cutters served for long periods of time on the Greenland Patrol.

The cutter *Tampa*, the second Coast Guard vessel of that name, was built by the Union Construction Co., in Oakland, Calif., in 1920-21. She was commissioned on September 15, 1921, and sailed shortly thereafter for the Atlantic coast. She was attached to the eastern division until 1932, serving many times on the International Ice Patrol. Her next assignment was to the New York Division.

The cutter *Modoc*, like the *Tampa*, was built by the Union Construction Co., at Oakland, Calif., being launched shortly after the latter. Upon commissioning, she proceeded to the Atlantic coast and was assigned to the southern division, with Wilmington, N. C., as permanent station. She, also, served at various times on the International Ice Patrol.

Even before the United States entered the Second World War, the *Modoc* and the *Tampa* were detailed to Greenland expeditions. In May 1941, while the British navy was tracking down the German battleship *Bismarck* in the north Atlantic, the *Modoc*, with the cutter *Northland*, was close by. The *Modoc* at one time found herself in the midst of an air attack, but was identified before any damage was done. The *Tampa* in 1943 was serving in northern waters on convoy duty.

The *Bar Lightship*, Liverpool, England, has been modernized with a more powerful light of 124,000 candlepower.

END OF HOSTILITIES AFFECTS AWARDING OF MEDALS

The Presidential proclamation ending hostilities as of 31 December, 1946, affects the awarding of decorations and medals.

Recommendation for the award of the Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star

Medal and the Navy and Marine Corps Medal for acts or services performed between December 7, 1941 and June 30, 1944, and recommendations for the award of the Distinguished Flying Cross for acts or services performed between 7 December 1941, and 30 June 1945, must be initiated and placed in official channels on or prior to 30 June 1947.

Recommendations for the above decorations and medals initiated on or after July 1, 1947, must be limited to acts or services performed not more than 3 years prior to the date of such recommendations except Distinguished Flying Cross for which recommendation is limited to acts or services which were performed not more than 2 years prior to the date of the initiation of the recommendation.

The proclamation also fixes December 31, 1946, as terminal date for service eligibility for World War II Victory Medal.

No other decorations or medals are affected by the proclamation.

AUXILIARY UNITS ON GREAT LAKES DIVIDED INTO NEW GROUPS

Because of the great amount of small boat activity in the 9th Coast Guard District embracing the Great Lakes, and also the large size of this district, the Auxiliary has recently been reorganized into the following areas, and an additional vice commodore authorized for each of these areas. The areas and the new vice commodores are as follows: Area O (Lake Ontario), District Vice Commodore J. Webb L. Sheehy; Area E (Lake Erie), District Vice Commodore Charles R. Wallach; Area H (Lake Huron), District Vice Commodore Earl H. Teetzel; Area M-S (Lakes Michigan and Superior), District Vice Commodore Adolph Schmidt.

The Hydrographic Department of the British Admiralty is producing a new type of chart for use with radar, having the land areas printed in deeper colors to show the contours.

1947 EDITION OF PACIFIC COAST LIGHT LIST IS NOW AVAILABLE

The 1947 edition of the Pacific Coast Light List has just been published and is now ready for distribution. This edition of the light list is identical in format with that published in 1946,

though many changes in the individual aids to navigation are reflected in the entries.

Mariners may obtain copies of the new light list from the Superintendent of Documents, Washington 25, D. C., or from the sales agencies in most United States ports. The price is \$1.25 per copy. A list of the sales agencies was published in the Notice to Mariners numbered 14 and dated April 5, as well as Notice to Mariners numbered 1 published early in January, of this year.

CALIFORNIA AUXILIARISTS HOLD PILOTING RACES AT SAN FRANCISCO

Auxiliary flotillas of the 12th Coast Guard District held their first annual over-the-bottom race for motorboats in San Francisco Bay on April 12. This marine event attracted considerable public notice, and it was estimated that approximately 5,000 persons witnessed the race from boats in the harbor and nearby shore points. The focal point of the race was the St. Francis Yacht Club, where a public address system was installed to broadcast a description of the event to spectators.

This race event assisted in bringing to the attention of the public the Coast Guard Auxiliary's efforts to foster compliance with the motorboat regulations and the establishment of safety standards over and above the legal requirements.

Fox Island Radiobeacon, established in Placentia Bay, Newfoundland, for wartime purposes, has been discontinued, there now being a radio range station nearby which is sufficient for present peacetime needs.

REQUIREMENTS OF ORAL EXAMINATION FOR FOREIGN SERVICE ARE OUTLINED

Information concerning the special oral examinations which will be given from time to time by the Department of State to candidates for appointment to the middle and upper grades of the foreign service has been published to Coast Guard personnel through Personnel Circular No. 4-47, dated 21 February 1947. These examinations will be of interest to Coast Guard personnel since duty in the Coast Guard as an officer or enlisted man will partially fulfill the requirements which qualify applicants to take the examination.

LIGHTHOUSES ARE AGAIN OPENED TO VISITORS

Visitors will again be admitted to lighthouses, under substantially the same rules as those prevailing before the war, according to instructions just issued by Coast Guard Headquarters. Excluded from these structures during hostilities for obvious reasons, the public may now visit light stations, where these are readily accessible, and may climb the towers and be shown the fog signal and other apparatus. However, as the keepers must perform their regular duties as well as conduct parties of visitors about the station, hours of admittance will be kept within reasonable bounds.

In years past, certain lighthouses, because of their close proximity to heavily travelled highways, have been much visited. What was probably the most visited lighthouse was the Split Rock Light Station, in the state of Wisconsin, and on the north shore of Lake Superior. During a single season, nearly 20,000 visitors were admitted to the grounds and to the station buildings.

C. G. AUXILIARY SAFETY FORUM HEARS ABOUT POSSIBILITIES OF ELECTRONICS AIDS

The Coast Guard Auxiliary flotillas of Miami, Fla., sponsored a safety forum during the Miami Motorboat Show held the middle of March, one of the principal features of which was a talk by Lieut. Comdr. L. E. Brunner, from Coast Guard Headquarters. The following has been extracted from Lieut. Comdr. Brunner's talk:

The application of recent developments in the field of electronic navigational aids to small craft has been somewhat overshadowed by the interest in the application of radar, loran, and other related devices to larger vessels. This, of course, is due to the more ready application of these items to larger vessels, and to the fact that conversion from war requirements to a large ship product requires less engineering and production effort. Progressive manufacturers, however, have fully realized that the wide electronic experience given many service men during the war would lead directly to requests for electronic equipment from these same persons once they return to civilian life and become small craft operators. Statistics in support of this reasoning are staggering. * * *

A good depth finder is probably the simplest and most useful electronic navigational aid. There is a model available for every type of vessel. However, the more elaborate models require considerable space and battery power and of course cost a great deal more. Most all models of depth finders can be installed by any good boat yard. There are depth finders available that will not only keep a record of the depth, but provide knowledge of the type of bottom such as rocky, muddy, sea-weed, etc., to an experienced operator. Likewise they will indicate passage over a concentrated school of fish. It is easy to visualize what an experienced fisherman could do with an instrument of this type provided he is willing to spend the time and patience required to train himself in the necessary instrumentation.

The radio direction finder, although not strictly a modern device, is still a good navigational instrument. Considerable improvement is to be expected as the new models come out incorporating war developed components and circuits. To encourage the production of automatic radio direction finders, somewhat similar to those used on aircraft, the Coast Guard has recently modified many of the prominent radiobeacons so they will emit continuous radio frequency energy during the period they are transmitting with keyed modulation for the characteristic identifying signal. Radio direction finders are available, from the small portable variety up to elaborate permanently installed models. Installation on a wood vessel that is not fitted with masts presents no serious problem and does not greatly reduce the accuracy and dependability of the bearings taken. A radio direction finder when installed on a steel vessel must be precisely compensated and calibrated if accurate bearings are to be expected. Additional errors, that are beyond the control of the operator can occur, but these errors are likely to be negligible on small craft as they do not operate far enough off shore. An attempt has been made in the case of small direction finders to develop a general purpose device which will fulfill both the communication and position fixing requirements of small boats. For instance, small models incorporate circuits for shifting to broadcast bands for news, weather, etc., and shifting to the communication bands for communication in addition to the regular direction finding facilities. These instruments have their place in vessels less than 50 feet in length where

a radio direction finder is occasionally handy, but for regular navigation a completely installed, compensated and calibrated radio direction finder is desirable.

Radar has captured the fancy of mariners, and is extremely useful for any type of navigation. However, radar equipment is complicated and expensive and is likely to remain beyond the means of many small craft operators. There is definite hope that a small craft radar will be available in the near future at a considerably reduced price but it will still remain in the price range of a good automobile. This situation is aggravated by indications that the small craft operators would not be content with the simple type of radar. A rough survey indicates that radar to suit the taste of small craft operators must have PPI presentation, good range and bearing resolution and a short minimum range. These requirements entail considerable expense, particularly so when they must be placed in a package suitable for installation on a small vessel. There is reason to believe that should a sufficient number of small craft operators be interested in a radar that would provide only the necessities, at a sacrifice of convenience and the short minimum range requirements, this type might be built at a price range that could be afforded by a majority of owners of small craft.

Radar fulfills two primary requisites of navigation, it is a good anti-collision device, as well as a good navigational instrument. In most cases it can utilize natural topography or already installed aids, but in some few cases additional aids may be desirable. Means are at hand whereby fixed radar aids can be produced, such as radar reflectors, radar beacons and interrogator-responder beacons. However, it remains to be determined just what form the commercial radar will take and just how much artificial aid is required for practical usefulness. Most of us who have been working with radar since its conception are convinced that it will be years before the practical mariner has exhausted the possibilities of radar as it now stands, and that it is premature to further complicate the picture by advocating a wide program for radar aids. In summary radar is a short distance navigational aid which might be produced within the means of small craft operators if accepted for use in a distance range of 8 to 10 miles down to 500 yards, with a range accuracy of 300 yards and a bearing accuracy of 5 de-

grees and on targets of the size of a good-sized buoy on up. At the present stage of the art, improvements such as sensitivity, resolution, high accuracy and low minimum range are expensive items which if insisted upon soon place the radar beyond the means of the average small craft owner. * * *

Loran has excellent possibilities for use on small craft which predominantly operate where good loran coverage exists. Most of the offshore fishing areas have good loran coverage and this system can generally be used to locate fertile fishing sites to the nearest quarter of a mile. Loran receivers can be purchased from \$200 up. The accuracy of the equipment is not normally a factor of cost, the cost usually depending upon the convenience and simplicity of operation of the equipment. No compensation or calibration is required. The system is so designed that the internal components of the equipment provide the means for self-calibration. New models of the equipment include direct reading features as well as dual presentation wherein two lines of position are simultaneously presented. For those coast areas where good loran coverage exists, this system offers one of the best and most reliable means of position fixing.

A definite required development for craft under 50 feet is some sort of general purpose device that will satisfy both the communication and position-fixing needs. The microwaves and ultra-high frequencies offer the best possibilities for such a device but the power requirement will remain high. Anything that can be done to improve the electrical power capacity of small craft will further encourage radio aid development.

The first lighted buoy to be established as an aid to navigation in the United States was moored near Scotland Lightship, in the approach to New York harbor, in 1881. It used oil gas, made by passing oil through pipes heated red hot.

CHANGES IN VESSEL STATUS

VIGILANT (WSC-154)

Placed in full operating status. Presently stationed in 7th District at Fort Pierce, Fla.

MOCOMA (WPG-163)

Expected to be commissioned about March 17.

YOCONA (WAT-168)

Arrived new permanent station Eureka, Calif., relieving the ALERT.

ALERT (WSC-127)

To assume regular station at Alameda, Calif.

TAMARACK (WAGL-248)

Permanent station changed from Detroit, Mich., to Sault Ste. Marie, Mich.

PLANETREE (WAGL-307)

Placed "out of commission in reserve" at Pearl Harbor Naval Shipyard, T. H.

SEDEX (WAGL-402)

Placed "out of commission in reserve" at Pearl Harbor Naval Shipyard, T. H.

ACUSHNET (WAT-167)

Directed when ready for sea to depart San Francisco, Calif., for Charleston, S. C. with *Yamacraw (WARC-333)* in tow. Upon completion this duty, *Acushnet* to proceed to CG Yard for availability prior departure for new permanent station San Juan, P. R.

ILEX (WAGL-222)

Directed when ready for sea to proceed to Charleston, S. C., for decommissioning and disposal.

MAYPORT TRAINING STATION BECOMES COAST GUARD PROPERTY

Permanent transfer of the property constituting the Coast Guard Training Station, Mayport, Fla., from the Navy to the Coast Guard was effected by authority of Public Law 627, dated February 25. These facilities were formerly known as the Naval Auxiliary Air Station, and were turned over to the Coast Guard on a temporary basis on May 16, 1946. On June 7 of the same year the station was formerly commissioned by the Coast Guard and began to function as the Service's only recruit training station, replacing the purely temporary Curtis Bay Station. It became the only recruit training station through the placing in an inactive status of the Alameda, Calif., training station.

**ATTEND MEETING OF AMERICAN
SOCIETY FOR TESTING
MATERIALS**

Because of the Coast Guard's concern with the construction of merchant ships, through its marine inspection activities, as well as with vessels for its own use, a Headquarters representative recently attended a meeting of the American Society for Testing Materials, at which alloy steels were discussed. The particular subject before the meeting was the characteristics of chromium and molybdenum bearing alloy steels and their graphitization inhibiting characteristics.

**DECORATIONS AND AWARDS
MADE SINCE JANUARY**

BRONZE STAR MEDAL

Cromwell, Robert P., lieutenant.
Welch, Richard G., MoMM2c (R).

LEGION OF MERIT

Finlay, Gordon T., rear admiral.
Scammel, William K., rear admiral.
Wood, Russell E., captain.

DISTINGUISHED FLYING CROSS

Vukic, John, lieutenant (jg).

AIR MEDAL

Baum, William S., surgeon USPHS.

COMMENDATION RIBBON

Baker, Henry G., boatswain.
Becton, Thomas L., lieutenant (R).
Bridges, LaMar G., CGM.
Britton, Martin M., WT1c.
Dobbins, Clifford F., BM1c.
Eichhorn, Thomas D., S2c (R).
Hamilton, Raymond E., CBM.*
Hartley, Harold W., SM2c (R).
Heck, Stephen B., lieutenant.
Helmer, Frank V., lieutenant commander**.
Hiltbruner, William C., S1c (R).
Huber, George F., CBM.
Laccabue, Richard C., CSK (R).
Landefeld, John W., lieutenant (jg).
Lanke, Max H., chief pharmacist.
Lowry, Gilbert M., SC1c (R).
Lydon, John M., boatswain***.
Preston, Allen R., MoMM1c (R).
Robison, Charles J., Jr., QM3c.

*Man's name as given on Citation "Hamilton, Raymond." Name as given in service record "Hamilton, Raymond Everett."

**Bronze Star in lieu of 2d Commendation Ribbon.

***Commendation Ribbon with Combat "W."

Ruark, Herman L., CWT (R).
Scholtz, William, lieutenant.
Springfield, Leon T., St3c.

COMMANDANT'S CITATION

Coombs, Robert E., captain (R).
O'Connor, Gustavus R., captain.

COMMANDANT'S LETTER OF COMMENDA-TION

Waters, Harold C., CGM.

**NEW LIGHTSHIP SOON TO
LEAVE GREAT LAKES FOR
ATLANTIC COAST**

Lightship 189, completed by her builders and accepted by the Coast Guard late last year, will leave Detroit, Mich., as soon as possible after the opening of Great Lakes navigation and proceed by way of the St. Lawrence River to Norfolk, Va., preparatory to taking up station upon the Diamond Shoals. The vessel was placed in a reserve commission status at Detroit last fall, as she was not ready for sea until too late to complete the voyage to salt water before heavy ice formed.

The new lightship, to occupy the Diamond Shoal Station, off the North Carolina coast, is to replace *Lightship 105* which was sunk in a collision while serving under the Navy as an examination vessel in Chesapeake Bay during the war. The ship is of all-welded steel construction, and has a single screw driven by a six-cylinder diesel engine connected to the propeller shaft through reduction gearing. The vessel was built by the Defoe Shipbuilding Company, at Bay City, Mich.

When placed on station, the new lightship will display and sound the same signals as the vessel now having that duty.

**INTERNATIONAL LIFEBOAT CON-FERENCE TO BE HELD IN
OSLO, NORWAY**

Papers on various lifesaving subjects are now being prepared by the Coast Guard for presentation at the forthcoming International Lifeboat Conference to be held at Oslo, Norway on the 8th, 9th, and 10th of July. At least one representative of the Coast Guard is to attend this meeting, the first of its type to be held since the war.

Among the subjects which will probably be discussed at the meetings are: Improved line-throwing guns and rock-

ets, amphibious vehicles developed during the war, the use of helicopters in lifesaving work, and other developments of the past 5 or 6 years.

CHANGES IN ASSIGNMENT

Capt. Vernon K. Day, from Yard to *SEBEC* as commanding officer.

Capt. George E. McCabe, resumed duty as Commander, Baltimore Section.

Commander Russel E. Yates, from 7th District Office to 10th District Office for civil engineering duty.

Lt. Comdr. Larry L. Davis, from Commander, North Atlantic Ocean Patrol, to St. Petersburg Air Station.

Lt. Comdr. Charles S. Leising, from *OWASCO* to *CAMPBELL* as engineer officer.

Lt. Comdr. John E. D. Hudgens, from Coast Guard Air Station, San Francisco, Calif., to AAF Base Unit, Chanute Field, for instruction.

Lt. Comdr. Thomas F. Epley, from Coast Guard Repair Base, Charleston, S. C., to AAF Base Unit, Chanute Field, for instruction.

Lt. Comdr. James W. Williams, from Coast Guard Air Station, Elizabeth City, N. C., to AAF Base Unit, Chanute Field, for instruction.

Lt. Comdr. Thomas K. Whitelaw (R), called to active duty and assigned merchant marine inspection duties, 14th Coast Guard District.

Lt. Comdr. Joseph R. Fredette, from Boston Representative, North Atlantic Ocean Patrol, to *UNALGA* as engineer officer.

Lt. Comdr. John Boyer Blain, from Headquarters to 13th District Office for merchant marine inspection duty.

Lt. Comdr. Albert J. Brown, from Operating Base, Ketchikan, Alaska, to 10th District Office for civil engineering duty.

Lt. Comdr. Charles E. Masters, from *CYANE* to Operating Base, Ketchikan, Alaska, as commanding officer.

Lt. Comdr. Ralph S. Feola, from 10th District Office to 5th District Office for civil engineering duty.

Lt. Comdr. Chester A. Richmond, Jr., from 14th District Office to AAF Base, Chanute Field, for instruction.

Lt. Comdr. Clarence H. Waring, Jr., from *DIONE* to *SEBEC*.

Lt. Comdr. Ellis S. Gordon, from 1st District Office to 7th District Office for civil engineering duty.

RETIREMENTS

Capt. Henry J. Betzmer

Lt. Comdr. Charles E. Greenfield, Jr., USCGR

RELEASED TO INACTIVE DUTY

Lt. Comdr. Arthur F. Arnold

Lt. Comdr. John W. Lozier*

*By reason of reaching statutory age of 64.

